

B. F. TAYLOR,
Steamer.
Liquors and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph

ESTABLISHED 1861.

NEW SERIES No. 1441. 日一月正年六十二緒光 SATURDAY, FEBRUARY 10, 1900.

六拜福

號十月二英港香

THE UNITED ASBESTOS
ORIENTAL AGENCY.

Sole Agents for the
UNITED ASBESTOS COM-
PANY, LTD. LONDON.
DODWELL & CO., LIMITED,
General Managers.

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 12,000,000
CAPITAL UNCALLED " 12,000,000
RESERVE FUND " 7,500,000

Head Office—YOKOHAMA.

Branches and Agencies—
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIEN. NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARKS' BANK, LTD.
THE UNION BANK OF LONDON, LTD.
HONGKONG AGENCY—INTEREST ALLOWED
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " 3 "
S. CHIOW, " Hongkong Manager.

Hongkong, 4th January, 1900. [11]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

SHANGHAI Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies—
CANTON. PEKING.
CILEFOO. PENANG.
CHINKIANG. SINGAPORE.
CHUNKING. SWATOW.
FOOCHOW. TIENSIN.
HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3% per Annum Fixed Deposits for 3 months.

4% " 6 "

5% " 12 "

E. W. RUTTER,
Acting Manager.

Hongkong, 1st February, 1900. [14]

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £1,800,000

RESERVE, LIABILITY OF SHAREHOLDERS £800,000

RESERVE FUND £250,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.

" 6 " 3 "

" 3 " 2 "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 20th May, 1898. [15]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000

Paid up Capital £ 324,374

HEAD OFFICE—HONGKONG.

Board of Directors—

Chan Kit Shan, Esq. | D. Gillies, Esq.

Chow Tung Shang, Esq. | J. T. Lauts, Esq.

Chief Manager,

GEO. V. F. PLAYFAIR.

Interest for 12 months Fixed 5%

Hongkong, 20th December, 1899. [16]

HONG KONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND \$11,000,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

R. M. GRAY, Esq., Chairman.

N. A. SIEM, Esq., Deputy Chairman.

David Meyer Moses, Esq.

E. Goetz, Esq. | A. J. Raymond, Esq.

A. Haupt, Esq. | R. L. Richardson, Esq.

The Hon. J. Keswick, P. Sachse, Esq.

A. McConachie, Esq. | R. Shewan, Esq.

CHIEF MANAGER:

Hongkong—Sir THOMAS JACKSON.

MANAGER:

Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per cent per Annum.

For 6 months, 3% per cent per Annum.

For 12 months, 4% per cent per Annum.

THOMAS JACKSON,

Chief Manager.

Hongkong, 24th January, 1900. [19]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3% PER

CENT, per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4% PER CENT per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

T. JACKSON,

Chief Manager.

Hongkong, 1st August, 1895. [20]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.00 per Cask of 375 lbs. Net ex Factory.

\$2.80 per Bag of 50 lbs.

SHEWAN, TOME'S & CO.,
General Managers.

Hongkong, 8th February, 1900. [21]

Intimations.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS
LONDON, &c.—Bengal S. Barcham Noon, 17th Feb. ... Freight or Passage.
JAPAN Rukka S. de B. Lockyer, R.N.R. About 17th Feb. ... Freight or Passage.
SHANGHAI Coromandel F. W. Vibert, R.N.R. About 17th Feb. ... Freight or Passage.
LONDON Canton C. F. Lockstone, R.N.R. About 22nd Feb. ... Freight or Passage.
SHAI & JAPAN/JAVA G. W. Gordon, R.N.R. About 24th Feb. ... Freight or Passage.
KOBE Candia W. H. Haughton, R.N.R. About 3rd Mar. ... Freight only.
MARSEILLES & LONDON { PARRAMATTA 31st March } Freight or Passage.
DIRECT. { MASSILIA 14th April } Freight or Passage.
(Without Transhipment).

* See Special Advertisement. (Passing through the Inland Sea).

For Further Particulars, apply to

H. A. REITCHIE, Superintendent.

Hongkong, 8th February, 1900. [22]

Intimations.

THE NATIONAL TENSION
THAT THE
RELIEF OF LADYSMITH
WILL REMOVE, IS NOTHING TO THE RELIEF YOU WILL EXPERIENCE BY TAKING
BALSMIC
COUGH LINCTUS.

SOLE PROPRIETORS:

SCOTT & BOWNE, LIMITED,

66, QUEEN'S ROAD CENTRAL, HONGKONG. [16]

THE TRADE MARKS ORDINANCE
1898.

APPLICATION FOR REGISTRATION OF
TRADE MARKS.

NOTICE is hereby given that SCOTT & BOWNE, LIMITED, London, by their Attorney ROBERT W. BORTHWICK have on the Third Day of November, 1899, applied for the Registration, in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARKS.

1.—The Facsimile of a Fisherman, in a standing attitude, carrying a Cod Fish over his back.
2.—The Letters P.P.P. in a Diamond, surrounded by the words SCOTT & BOWNE, LIMITED, and on the outside the words, PERFECT, PERMANENT, PALATEABLE;

in the name of SCOTT & BOWNE, LIMITED, Manufacturing Chemists Nos. 95, 96, 97 and 98 Great Saffron Hill, London, England.

Who claim to be the sole Proprietors thereof. The TRADE MARKS have been used by SCOTT & BOWNE since 1876.

The TRADE MARKS are intended to be used by the applicants forthwith, in respect of the following:

"A Chemical Substance prepared for use in Medicine and Pharmacy to it,"

Scot's Emulsion of Pure Cod Liver Oil with the Hypophosphites of Lime and Soda, in Class Three.

A Facsimile of the TRADE MARKS can be seen at the office of the Colonial Secretary of Hongkong, and also at the office of Messrs. SHEWAN, TOME'S & CO., 9 Praya Central, Hongkong.

Dated the 11th day of November, 1899.

ROBERT W. BORTHWICK,
Attorney for
SCOTT & BOWNE, LIMITED,
LONDON.

[14ca]

PEAK HOTEL

AND

CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,650 feet above Sea Level.

CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter.

Well appointed rooms, attentive service and excellent Cuisine.

A. MOIR,
Manager.

CITY OFFICE, 7, Duddell Street.
Hongkong, 31st October, 1899. [18]

AQUARIUS.

"The Latest thing in Mineral Waters that we have happened upon is "AQUARIUS." We have tried it plain, we have tried it with Whisky, and have nothing but good to say of it."

"MAN OF THE WORLD," LONDON.

CALDBECK, MACGREGOR & CO., AGENTS.

AQUARIUS COMPANY.

15, Queen's Road.
Hongkong, 20th January, 1900. [15]

BLATZ BEER

MIGHT BE EQUALLED

BUT CANNOT BE

SURPASSED.

Per Cask of 10 dozen Pints \$25

SOLE AGENTS:
H. PRICE & CO.,
12, QUEEN'S ROAD. [20]

Hongkong, 3rd February, 1900.

PIT \$25

Half-price to the Pit for Soldiers, Sailors, and Police in Uniform.

TICKETS can be obtained at the Booking Office of the Theatre, CITY HALL, on and after MONDAY, the 5th February, at 10 A.M.

The BOOKING OFFICE will be OPEN Daily from that Date to 10 A.M. to 4 P.M. except on Race Days, when it will be Open from 10 A.M. to 12 NOON.

Late Trams will run 1/2 hour after the fall of the curtain.

H. C. NICOLLE,
Acting Manager.

Hongkong, 29th January, 1900. [21ab]

To-day's
Advertisements.

LECTURE.

MRS. ARCHIBALD LITTLE has kindly consented to deliver an Address on "FOOTBINDING," in the St. Andrew's HALL at the CITY HALL, on WEDNESDAY, the 14th instant; at 5.15 P.M.

Her Excellency Lady BLAKE will take the Chair.

The MEETING is open to Ladies and Members of the Public.

H. E. POLLOCK,
Hon. Secretary,
HONGKONG OLD VOLUMES
SOCIETY.

Hongkong, 10th February, 1900. [178b]

THE TRADE MARKS ORDINANCE
1898.

APPLICATION FOR REGISTRATION OF
TRADE MARK.

NOTICE is hereby given that SHUEN YEE SUN carrying on business at FOSHAN, CANTON, in the Empire of China, as TEA MERCHANTS have, on the 26th day of January, 1900, applied for the Registration in Hongkong in the REGISTER of TRADE MARKS of the following TRADE MARK:-



in the Name of SHUEN YEE SUN who claim to be the Sole Proprietors thereof.

The TRADE MARK has been used by the Applicants since the year 1890 in respect of the following GOODS:

TEA in Class 42.

Dated the 10th day of February, 1900.

JOHNSON, STOKES & MASTER,
Solicitors for the Applicants,

13, Queen's Road Central,

Hongkong. [177b]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR YOKOHAMA.

THE Company's Steamship

"HANGCHOW."

Captain Pearce, will be despatched as above on TUESDAY, the 13th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th February, 1900. [150b]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.

THE Company's Steamship

"TSINAN."

Captain Anderson, will be despatched as above on WEDNESDAY, the 14th instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th February, 1900. [150b]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN."

Captain Anderson, will be despatched on WEDNESDAY, the 14th instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th February, 1900. [150b]

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE."

Captain Blaxland, will be despatched for the above port, on SATURDAY, the 17th instant, at 3 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 10th February, 1900. [180b]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"DENBIGHSHIRE."

H. N. Vyvyan, Commander, will be despatched for the above ports on or about MONDAY, the 10th instant.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 10th February, 1900. [179b]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).

Taking Cargo at London Rates.

THE Company's Steamship

"NESTOR."

Captain Asquith, will be despatched on WEDNESDAY, the 7th March.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th February, 1900. [181b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"CALCHAS."

Captain Gregory, will be despatched, as above on TUESDAY, the 20th March.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th February, 1900. [182b]

Intimation.



A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

Per Case

A.—THORNE'S BLEND, White
Capsule \$10⁵⁰

B.—WATSON'S GLENORCY
MELLOW BLEND, Blue
Capsule, with Name
and Trade Mark 10.80

C.—WATSON'S ABELOUR,
GLENLIVET, Red Cap-
sule, with name and
Trade Mark 12.00

D.—WATSON'S H.K.D., BLEND
OF THE FINEST SCOTCH
MALT WHISKIES, Vio-
let Capsule 14.40

E.—WATSON'S VERY OLD LI-
QUEUR SCOTCH WHISKY,
Gold Capsule 15.00

THORNE'S BLEND and WATSON'S
GLENORCY are high class Soda
Whiskies, of greater age than most
brands in the market.

ABELOUR-GLENLIVET is a very old
Peat Whisky, (smoky) and could not
now be replaced in stock at the price

D is well known for its fine
flavour.

E is of superb quality and pro-
nounced by leading local connois-
seurs to be the best brand in the
Hongkong market.

A.—S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.

BIRTH.

At 29 North Szechen Road, on the 5th of February, the wife of J. H. JOHNS, of a son.

The Hongkong Telegraph

HONGKONG, SATURDAY, FEBRUARY 10, 1900.

NOTES AND COMMENTS.

THE WAR.

The telegrams which we publish to-day report the progress of the war of a much more re-assuring nature than any we have received for some time. Then too, there is an absence of "gush." We are not told this time that the Boer position is untenable nor that General BULLER is certain of success. It is also worthy of note that this is the first intimation of a feint having been employed by the British attacking force and it has apparently proved successful. Hitherto our commandants appear to have simply hurled their men at the enemy's front and trusted to British pluck and daring to carry the day, and, on almost every occasion, we have seen that pluck and dash without strategy are useless in the face of modern weapons. The men are quite capable of carrying the position attacked, but—and the but is a big one—they never live to reach it in the face of the murderous fire poured into them. It is evident that to be victorious we must employ craft and the change in tactics points to the fact that this view of the case is coming to the front. It would, of course, be impudent to criticize the actions of our generals, particularly when one takes into consideration our great distance from the scene of operations and the very meagre details available, but still the fact remains that a feint has succeeded where a frontal attack failed and this in itself is worthy of comment. It is also evident that there is as yet no intention of abandoning all efforts to relieve the beleaguered garrison of Ladysmith by way of the Tugela and it is pleasing to know that General WILDE will not be allowed to fall into the hands of the Boers if the relief of the town can be accomplished.

REUTER'S TELEGRAMS.

REUTER'S SERVICE.

THE WAR.

General Buller's Advance.

LONDON, February 8th.

General Buller has captured a Kopje called

Krantzloof which commands the shortest

road to Ladysmith and it is not likely

the Boers will succeed in dislodging our force.

The enemy on Tuesday endeavoured to

retake the position but were repulsed.

Modder River.

General Macdonald maintains his position,

holding the highest portion of the Kopje

whilst the Boers hold the lower. Unfor-

tunately the slope is too steep to mount

artillery.

Cape Colony.

The Boers are very active round Colesberg

and are shelling convoys to the Camps.

General Gatacre's fighting yesterday was

mainly between outposts, and the Boers retired when the British re-inforced their outlying camps.

LATER.

More Re-enforcements.

Mr. Wyndham (Under Secretary of War) stated in the House that it has been decided to send to South Africa 17 more battalions of Militia and 300 more Yeomanry, bringing the total number of troops to 194,000 exclusive of ineffectives and casualties.

Casualties.

The casualties at Potgieter Drift, up to noon on Tuesday, amounted to 2 officers killed, 15 wounded, and about 216 men killed and wounded.

HONGKONG VOLUNTEER CAZETTE SERVICE.

The Recent Fighting.

LONDON, February 8th.

The Standard's Correspondent says that General Lyttelton's Brigade was engaged in the main attack at the Tugela river and that the Durhams and Rifle Brigade carried two Kopjes at the Point of the bayonet and bivouacked on the spots.

The Times Correspondent says that the enemy, on Tuesday afternoon, were successful at the Northern end of the Kopjes but reinforcements arriving, the position was recaptured by the bayonet.

Reuter's Correspondent at Spearman's Camp, Wednesday evening, says that General Buller began the advance on Monday and making a feint frontal attack advanced towards Brakfontein. The Boers opened fire at 11 o'clock with artillery and sent several shells into the infantry who retired an hour later. In the meantime the British attacked vigorously on the extreme right, and the Engineers quickly constructed a pontoon bridge, while Cannon, hidden in the trees, bombarded the Boer position heavily, and the infantry advanced. The Boers were completely surprised and the high hill, a continuation of the Brakfontein range was captured by 4 p.m.

WEATHER REPORT.

The Observatory says:-

On the 10th at 11.55 a.m. the barometer has risen on the China coast. Pressure remains high over Central China. Gradients moderate, with strong northerly on the coast and in the N. of the China Sea. FORECAST:- Moderate N. to N.E. winds; fair.

LOCAL AND GENERAL.

TELEGRAPHIC news was received at Shanghai on the 9th inst. from Korea that Mr. Prichard-Morgan's representatives assumed full control of the Umsan Mine, and commenced actual work on the 2nd instant.

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referred to was selected to carry it. Three coins weighed only twenty-five pounds, but they must have concluded from its size that it weighed a ton, and he immediately began to groan in the most pitiful manner, exactly like a human being. When the coffin was put on his back he pretended to stagger and stagger down as if he was carrying a ten-ton gun. At the same time he turned his head and looked at me with a mournful expression that was easily read as so much print. "Good heavens!" he seemed to say, "are you going to allow me to be crushed by this enormous burden?" We were all shrieking with laughter and tried to make him take his place in line, but not an inch would he budge. Finally he deliberately rolled over and knocked the coffin off. That settled it. We let the old rascal take the bell, and I could almost hear him chuckling as it was looped around his neck. Another mule was then blindfolded and took on the coffin without trouble." —*Singapore Free Press.*

HOW ANIMALS BEAT PAIN.

One of the most pathetic things is the manner in which the animal kingdom endures suffering. Take horses, for instance, in battle. After the first shock of a wound they make no sound. They bear the pain with a mute, wondering endurance, and if at night you hear a wild groan from the battlefield it comes from their loneliness, their loss of the human companion which seems absolutely indispensable to the comfort of domesticated animals. The dog will carry a broken leg for days wistfully but uncomplaining. The cat, stricken with stick or stone, or caught in some trap from which it guaws its way to freedom, crawls to some secret place and bears in silence pain which we could not endure. Sheep and cattle often meet the lust of the butcher's knife without a sound, and even common poultry endure intense agony without complaint. The dove shot unto death flies to some far-off bough, and as if the silence is unknown save by the patter on the leaves of its own life-blood. The wounded deer speeds to some thick brake, and in painful submission waits for death. The eagle, shot in mid-air, fights to the last against the fatal summons. There is no moan or sound of pain, and the defiant look never falters from its eyes until the lids close over them never to uncover again. —*Verbal.*

WHAT ONE HEARS IN THE TELEPHONE.

"It is very hard to realise that the voice one hears over the telephone is not the voice of the person who is talking," said an electrician, chattering about the oddities of the business to a reporter of the *New Orleans Times-Democrat*. "It seems exactly like the real tones drawn out thin and small and carried from a long distance by some mechanical means, but it is not. When one speaks into the instrument, a little diaphragm, like a drum-head, begins to vibrate, and each vibration sends a wave of electricity over the wire. These waves set up a minute vibration in another diaphragm at the opposite end, which jars the air and produces an imitation of the original voice. That's not a very scientific explanation; but, it's accurate. The autograph-telegraph, which makes a facsimile of handwriting, is a fair parallel. You write your message with a pen, attached to a special electric apparatus, and a little ink syphon at the other end of the line exactly imitates every dot and curve. The result seems like the real thing, but is merely a first-class counterfeit. It's the same way exactly with the voice in the phone."

PAPER PULP FROM PEAT.

Advice from Montreal state that a company is being formed in that city for the purpose of manufacturing paper pulp from peat instead of spruce wood. The company, it is said, expects by its process to revolutionise the paper pulp industry of the country. The Canadian peat deposits are practically inexhaustible, and statisticians claim that there is sufficient peat to cover the consumption of paper for three centuries. The process to be used is simple, according to the statement made by the promoters. An alkali solution is used for the purpose of disintegrating and bleaching the peat. Charles-Lionas, a civil engineer, who has studied the paper pulp industry of Canada and the New England States for some years, has acquired rights for the process. It is the intention of the company as soon as organized to erect near Montreal a mill having four hundred tons capacity. A sulphite mill of the same capacity will also be erected at a cost of \$50,000.

THE PROSPERITY OF CANADA.

The Ottawa papers received by mail, report at length the speech of the President of the Bank of Ottawa (Mr. Charles McGee) at the recent meeting of the shareholders, a summary of which was cabled at the time. Mr. McGee said: "This Bank commenced business in December 1872. We are to-day calculating our twenty-fifth birthday, and I think the report submitted by the directors is one that should be satisfactory to the shareholders. It exhibits the result of a quarter of a century's almost continuous prosperity, not only in material wealth and strength, but in growth of public confidence."

"On the 30th November, 1898, the total deposits in all the banks amounted to \$246,000,000 and on the 31st October, 1899, according to the latest Government return, they were \$272,837,000, showing an increase of \$26,835,000 for the eleven months. Our proportion of this increase would be \$704,000 whereas the actual increase in our deposits for the year ending 30th November is \$1,815,000."

The increase in loans and discounts is still more marked, being \$872,844. Our holding of municipal and railway securities is increased by \$26,641.

The circulation only increased by about the same amount as the increase of paid-up capital, as we have been, for some time close up to our limit, and have circulated within the last three months over \$1,500,000 of other bank-bills.

Rates of call money have advanced during the last half of the year, but the competition for the better class of commercial business is so keen that discount rates have not advanced in proportion.

The coming session of Parliament will probably be one of considerable interest to the banking community of Canada generally, as the usual decennial revision of the Bank Act is likely to come before the House then. Ten years ago very material improvements were introduced into the Act, more especially in the sections relating to circulation, but recent occurrences seem to indicate a necessity for closer control over the issues of each bank, particularly in view of the fact that each bank is in a measure responsible for the circulation of the others. However this control may be exercised, whether by means of the Canadian Bankers' Association, or through the finance department, it is to be hoped that a measure will be devised by which the issuing of notes for circulation beyond the limits prescribed by law will be decisively checked.

The lumber trade has been very active during the past season, almost everything fit for shipment has been sold and moved out, and prices have advanced very considerably, especially red pine and spruce lumber. It is just possible, however, that prices may have advanced too rapidly, and there may be danger of a reaction. The quantity of logs to be taken out this winter may be somewhat restricted, owing to the scarcity of and advance in the cost of labour.

Business of all kinds throughout the Dominion is active and profitable, the people generally are prosperous and contented, loyal to Queen and country, and proud of forming part of the great imperial power of Greater Britain. It occurs to me, however, that the advantages received from the connection with the mother country are not sufficiently appreciated. The very prosperity of the banks, as exemplified in the report we are considering, and the security for life and property enjoyed by the people of this country, is largely due to the protection afforded by the army and navy of Great Britain, and towards the maintenance of which Canada contributes nothing. The feeling is growing throughout the Dominion that the time has come for some amendment to the articles of co-operation, and that we should cease to occupy the undesirable position of taking all and giving nothing. It is true, we have, recently, sent a thousand of our bravest and best young men to assist in maintaining the rights of British subjects in South Africa, and from present appearances the second contingent offered will likely be accepted, but that is not enough. The country can afford in addition to making greater provision for the defence of the different provinces, to follow the lead of Australia and Cape Colony, and make a direct annual contribution to the cost of supporting the British army.

LORD MUTHEN'S INCOME.

Lord Methuen is fifty-five, and is reputed to have a private income of about £11,000 a year. He has a charming place in Wiltshire, called Corsham Court, which he is unfortunately obliged, owing to the exigencies of his profession, to let. He married his cousin, Miss Sandford, of Somersettshire.

A HOSPITAL ON WHEELS.

Military and Medical authorities will do well to acquaint themselves with the results of the experiment that is about to be made in South Africa of employing, in conjunction with the war, an independent, self-supporting, fully equipped Hospital Train. When the war broke out, iron frames of French pattern were sent to the Cape, and put together there, in view of the quick transport of the wounded from the front to the base. Each frame is furnished with three stretchers, which can be put into position in a few minutes in an ordinary carriage that has been cleared out. This space is saved, and the wounded men can be carried with comparative comfort. But though these simple means have yielded good results, it was considered by the British Central Red Cross Society that something more was needed, especially a complete military Hospital Train. The action of the Afghans, who can put 70,000 men in the field, would be of great importance. It may, therefore, be assumed that the military struggle for dominion in Afghanistan would be proceeded by a diplomatic contest for the alliance of the Afghans. The side which won in the diplomatic struggle would then press on to the decision of war. The American in the opinion of the lecturer would reconcile himself to the loss of Herat more easily than to the sacrifice of Herat, more easily than to the destruction of Herat, which was compared with the Russian objective. It is more in the nature of an integral portion of his dominions, if that further to be taken into consideration, that England has frequently given way while the Russian and Afghans invariably succeeded in attaining their object. The majority of the Russians in Cuba would be a serious check to Herat, while the Afghans succeeded in forcing her to yield to evacuate Herat, which would only mean a return to the present state of affairs. It was impossible for the English to strike decisive blow at Russia in Samarkand and Merv, as far as while Russia only stated a portion of her power and political influence in Asia, the English had to go to England and must make the whole of India pay for it.

Remaining to be mentioned is the Chinese question. The Chinese Government has granted the right to extend the Burma Railway, and the Chinese Government has given the right to the English to build a railway through the interior of China, and to connect the Szechuan and Yunnan provinces with the coast. The Chinese Government has given the right to the English to build a railway through the interior of China, and to connect the Szechuan and Yunnan provinces with the coast. The Chinese Government has given the right to the English to build a railway through the interior of China, and to connect the Szechuan and Yunnan provinces with the coast.

THE QUESTION OF DELAGOA BAY.

In an interview published in Paris a "Delagoa Bay Merchant" says that if the British were to occupy the bay at once the war could be brought to an end in three months. If matters remain as they are it may be running on for a year at the least. When the war began the Portuguese at Delagoa Bay believed that the British would win almost at once, and so placed restrictions on the Boer importation of arms and recruits. But now, as the British have not had a brilliant series of victories, they have relaxed all check, and the Boers are allowed to import anything, until quantities of food, ammunition, and recruits are pouring in as though the bay were a Boer base. Every dodge is practised to throw dust in the eyes of the British. The *Figaro* says the question of Delagoa Bay is a most important one, calling for the attention of Europe, for it may completely change the situation of the two belligerents. If the British Government shows any disposition to take energetic action there, it is very likely it will find itself foiled by the Boers. —*Dalziel.*

THE BUTLER MYSTERY.

Daily Mail, December 22nd.

At present those who consider General Butler to be one of the causes of the sufferings of Baden-Powell's brave little band, of the considerable number of people who are being protected by Colonel Kekewich at Kimberley, and of the invasion of Cape Colony, are far and away more numerous than his supporters. But neither side has, as yet been heard. As we know them, the broad facts are that General Butler was during a short but important period, in command at the Cape, and that during the absence of the High Commissioner, Sir Alfred Milner, in England he temporarily took over his duties. At this juncture General Butler gave great umbrage to the loyal English, not only by his refusal to accept the petition of their fellow-countrymen to the Queen, not only by speeches that I am afraid admit to be very misdirected, but

by his apparent neglect to take even the initial steps to defend Cape Colony in case of the war that many people believed to be inevitable. Suddenly General Butler either resigned or was called upon to resign. Various contradictory statements were made at the time. Then, to the surprise of all, he was appointed to a very important, though now inactive, command in England. At this, public opinion, rightly or wrongly, the future will show, began to manifest hostility to General Butler, not at all because he is a Home Ruler and a Catholic, as has been suggested by one of the leading Catholic organs, which forgot apparently, that a considerable number of our officers in South Africa are Irish and Catholic, but because that he carried notorious pro-Bonapartist sympathies to the length of quietly watching the Boer preparations for war while himself taking no steps to counteract them. . . .

We have our own very strong views as to General Butler's political conduct at the Cape, and we believe that our opinions on that score will be entirely shared by the public when the matter has been threshed out. But, on the other hand, it should not be forgotten that though a political general, and a little too fond of writing and talking for a soldier, General Butler is at least as distinguished as one or two of the commanders of divisions now in South Africa, or indeed there. —*Morning Post*.

Captain Gregory, of the steamship *Calcutta*, from Liverpool, reports:—Strong N.E. monsoon and heavy sea.

Captain G. H. Bowler, of the steamship *Barlow*, of the steamship *Amelia*, from Shanghai, reports:—Moderate monsoon and dull, cloudy and rainy weather throughout, with moderate following sea.

Captain P. H. Rolfe, R.N.R., of the steamship *Yussoung*, from Manila, reports:—Fine with smooth sea, aid light wind for first 24 hours, thence to port moderate to fresh monsoon, moderate sea and cloudy sky.

Captain H. Barlow, of the steamship *Amelia*, from Shanghai, reports:—Moderate monsoon and dull, cloudy and rainy weather throughout, with moderate following sea.

Captain P. H. Rolfe, R.N.R., of the steamship *Yussoung*, from Manila, reports:—Fine with smooth sea, aid light wind for first 24 hours, thence to port moderate to fresh monsoon, moderate sea and cloudy sky.

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Captain P. H. Rolfe, R.N.R., of the steamship

Auctions.

GOVERNMENT NOTIFICATION.
No. 33.

The following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 12th day of February, 1900, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 27th January, 1900. [148b]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 12th day of February, 1900, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Wanchai Road, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

PARTICULARS OF THE LOT.

Reference No.	Locality.	Boundary Measurements.				Annual Rent.	Upset Price.
		N.	E.	S.	W.		
1	Wanchai Road.	125.6	41.0	51.0	79.0	6,724	26

GOVERNMENT NOTIFICATION.
No. 34.

The following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 12th day of February, 1900, at 3:15 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 27th January, 1900. [149b]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 12th day of February, 1900, at 3:15 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 21 Years.

PARTICULARS OF THE LOT.

Reference No.	Locality.	Boundary Measurements.				Annual Rent.	Upset Price.
		N.	E.	S.	W.		
1	Queen's Road.	40	50	40	40	8,000	12

For Sale.

FOR SALE:

PARTIALLY DECKED CENTRE BOARD YACHT "GEISHA". Length over all, 26' 6"; Water Line 17' 3"; Beam 5'; All Lead Ballast. At present in cruising order. For particulars, apply to

"X,"
c/o This Office.

Hongkong, 26th January, 1900. [116b]

JAPANESE CURIOS.

JUST RECEIVED.

OIL PAINTED AND EMBROIDERED SCREENS, LACQUERED BOXES.

And Several Kinds of PHOTOGRAPH FRAMES
at MODERATE PRICES.

D. NOMA,
No. 12, Beaconsfield Arcade,
Opposite the City Hall.
Hongkong, 18th January, 1900. [41]

Masonic.

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on FRIDAY, the 16th instant, at 8:30 or 9 p.m. precisely, Visiting Brethren are cordially invited to attend. Hongkong, 9th February, 1900. [176b]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSSEN & Co.
Hongkong, 8th May, 1895. [130]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
HOMEWARD PASSENGER SEASON, 1900.

NOTICE.

THE Undersigned Vessels will sail from CHINA DIRECT FOR MARSELLES, PLYMOUTH AND LONDON. WITHOUT TRANSHIPMENT.

STEAMERS.

LEAVE.

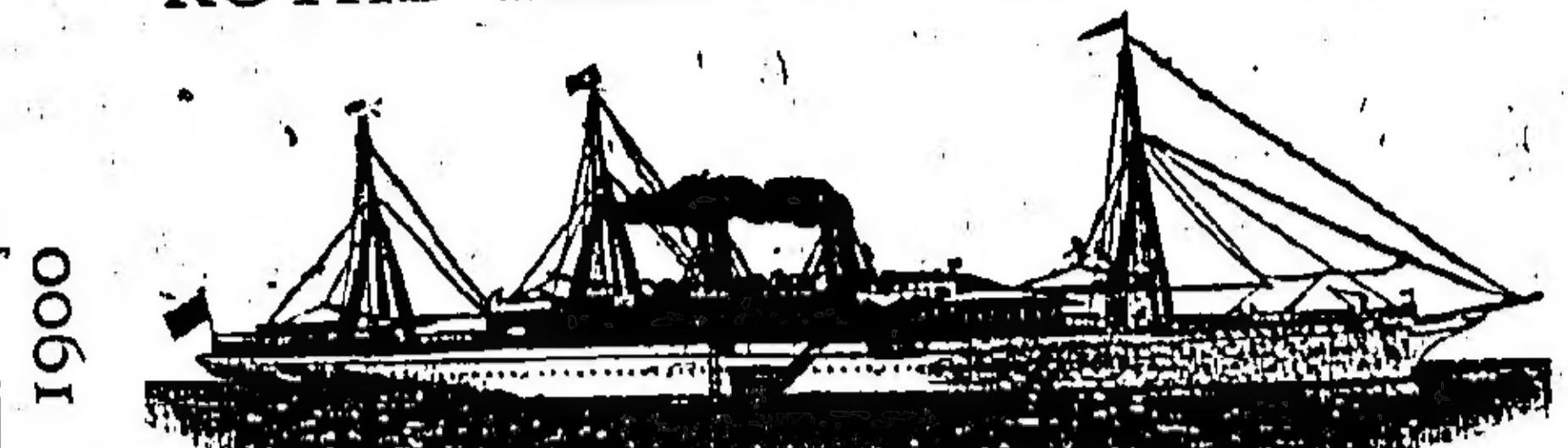
Tons. Shanghai Hongkong Singapore.

Paramatta ... 4826 Mar. 27 Mar. 31 April 6

Marsilia ... 5026 April 10 April 14 April 20

For Freight or Passage, apply to H. A. RITCHIE, Superintendent, Hongkong, 1st February, 1900. [28]

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA ... Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 14th February.

EMPEROR OF JAPAN ... Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 14th March.

EMPEROR OF CHINA ... Comdr. R. Archibald, R.N.R., WEDNESDAY, 4th April.

THE magnificient Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street, [13]

Hongkong, 17th January, 1900.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

* Calling at SHANGHAI.

ALSO FOR PORTLAND, OREGON,

IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Coptic (via Shanghai), Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu.

Doric (via Shanghai), Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu.

Coptic (via Shanghai), Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED.

General Agents, Hongkong, 9th February, 1900. [4]

THE Company's Steamship

"GAELIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 13th February, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building, Hongkong, 22nd January, 1900. [1]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"BELGIAN KING," will be despatched for SAN DIEGO and SAN FRANCISCO, via KOBE, YOKOHAMA and HONOLULU, on or about WEDNESDAY, the 21st February.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan. Hongkong, 10th February, 1900. [28]

For Freight or Passage, apply to H. A. RITCHIE, Superintendent, Hongkong, 1st February, 1900. [28]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"BENGAL," Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 17th instant, at Noon, taking Passengers and Cargo for the above Ports.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

H. A. RITCHIE, Superintendent, Hongkong, 3rd February, 1900. [28]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"CHINAMAN," Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 17th instant, at Noon, taking Passengers and Cargo for the above Ports.

THE HONGKONG TELEGRAPH, SATURDAY, FEBRUARY 10, 1900.

STORY OF A BOER SPY.

AN INCIDENT OF THE DEFENCE OF JOHANNESBURG.

A correspondent sends a story of a Transvaal spy which well illustrates the shrewdness and pertinacity which have made the Boer such a tactful and able enemy in the present war. It was just before the erection of the Johannesburg fort. The spy was ordered to report on the defences of Chatham.

While employed in collecting materials he came upon a certain secret subterranean passage connecting Fort Pitt with—openerwise, he tried hard to find out where that "some-where" might be, without avail. Rumour said it was Fort Clarence. But Fort Clarence was then—and is now, for that matter—used as a provost prison and access to its interior was strictly prohibited.

One way of getting within the walls there was, and the spy took it. He committed a somewhat serious offence against military discipline, for which he was

REDUCED TO THE RANKS AND IMPRISONED

as he had foreseen, he was consigned to Fort Clarence.

The proved sergeant in charge kept rabbits, which were sent up at night in a sort of underground passage that opened into the moat—at least, so the other prisoners affirmed. The spy ingratiated himself with the warders, and after a week or two he was taken off shot drill, and promoted to the post of rabbit keeper in ordinary to the proved sergeant aforesaid. He looked carefully and conscientiously after his four-footed charges. In fact, he spent the greater part of his time cleaning out and white-washing their underground apartment, with the result that, on his release, he was able to forward full plans and details to Pretoria.

A DESERT TRAGEDY.

[BY E. D. M.]

Colonel Lebrun glanced at his watch. It was five minutes to four; in another hour the pale pruine of an African dawn would be appearing above the horizon. The moon already showed signs of waning, and outlines of the camp looked dim and indistinct. The dark forms of the Senegalese soldiers, muffled in coarse wooden blankets, lay scattered about, the camping, in groups of three and four. Colonel Lebrun kicked fresh sticks on the fire, which burned low, and sent his gaze travelling down the centre of the camp.

Then he started slightly and bent forward, seeking to pierce the flickering shadows.

"Strange!" he muttered; "strange, Do I grow nervous with my grey hairs? I could have sworn I saw . . . But no, it is absurd." He peered into the gloom again, then shook himself impatiently, and regaining his tent, put aside the canvas and entered.

Very quietly the Colonel struck a match, and, shading it with his hand, gazed upon a recumbent figure stretched out at full length upon a rough camp bed. It was that of a young man, whose long hair, matted, and beard, partially concealed a mouth of singular sweetness. There were dark rings beneath his eyes and he breathed heavily, for he, like the others, was wearied out with the arduous work of the last few days. He made a feeble picture lying there, one arm flung carelessly above his head, the other resting lightly upon the hilt of a cavalry sabre. Colonel Lebrun stood long and earnestly upon the sleeper, and the look in his eyes was very kind. The match by this time having gone out, the Colonel struck another, and lit a lantern which stood upon a small wooden chest. Then he beat over the sleeper and shook him slightly.

"Raoul, mon ami," he said softly. The young man's lips parted in a tender smile. "Angels, Angels, I come . . ." Raoul repeated the colonel in a louder, albeit a somewhat unsteady voice. "Awake, Raoul!"

"Ah! pardon, mon Colonel," stammered Raoul, springing up in confusion and bringing his hand smartly to the salute. "Pardon . . . I was dreaming."

"Yes, yes, I know, Raoul," grunted Colonel Lebrun, who had turned his back, and appeared often ely interested in some paper or other he had pulled from his pocket. "You young fellows are always dreaming—But look here!" and, facing round, he laid his hands upon the young man's shoulders. "Look here, Raoul! you must not dream any more, my lad." There is work, fierce work, bloody work, for us all this day, and, perhaps, god will? the ribbon for you. And for me—the Colonel's face suddenly assumed a graver aspect—"perhaps a soldier's death?"

"Mon Colonel this is not like you," said the younger man earnestly, and with a look of pain'd surprise upon his face.

"No, you are right, Raoul, but I am not myself. Something tells me. A feeling of oppression . . . it will pass." The Colonel swept his hand across his forehead, and pulled perplexedly at his gilded moustache. "It is very extraordinary," he murmured almost inaudibly, "after thirty-five years of continuous fighting to feel nervous . . ."

"You were saying, mon Colonel—"

"Nothing, nothing, mon ami. But come; it waits half an hour to dawn. You had better order the *réveille* to be sounded, for at dawn we start; and, if heaven be good, 'ere another sun goes down the death of our brave comrades will have been avenged."

"And to that," clinched in Raoul fervently,

"say, amen."

The two men emerged from the tent. The air had got slightly warm, and was full of that soft brightness which heralds the approach of dawn. The moon had withdrawn herself among the swiftly-rising mists. It was very dark. The camp seemed strangely silent, and Colonel Lebrun shivered in spite of himself. A few red embers still glowed among little heaps of whitish ash. The other watch fires seemed to have gone out altogether, a fact which Raoul noted with considerable uneasiness, for it implied an unaccountable apathy on the part of the sentries. He was about to make the remark to his Colonel, when suddenly a muffled sound broke the stillness. It grew louder, it took shape, and out of the deep shadow encompassing the camp came a sulken roar as of the thundering rush of hundreds of animals.

Raoul instinctively laid his hand upon his sword. Colonel Lebrun seemed rooted to the spot. Raoul seized him by the arm. "He did not stir. Then Raoul left him, and stumbling forward into the darkness, shouted:

"Aux armes! Aux armes! To arms! To arms!"

Simultaneously with his warning cry the alarm rang out clear and sharp from the far-eastern corner of the camp, the quarters of the French non-commissioned officers. Instantly all was confusion, and wild cries came from the startled soldiers. They scrabbled to their feet, and heavy with sleep, paused irresolute, bewildered and momentarily panic-stricken. Meanwhile the roar of the approaching hosts increased in volume; mad bellowing at the air, and the mimosa bushes forming the zebra could be heard crackling and snapping under the impact of heavy bodies.

"Aux batonnets! Aux batonnets!" shouted Raoul, striking some one who seemed disposed to fly strikingly backward. A few of the Senegalese, recovering from the first effect,

of surprised surprise, made a dash for the slacked rifles. Just then the first faint plumper of the coming dawn appeared in the Eastern sky. Surrounding objects became every second more distinct, and Raoul, casting a swift glance about him, was able to estimate the full extent of the disaster. The Tuaregs, whom they had fondly imagined were ignorant of the vicinity of the pursuers, must, on the contrary, have been fully informed of the movements of the French column. They had stolen with their usual coolness upon the camp, and finding the sentries nodding at their posts, had determined to attack before dawn. Making use of a stratagem greatly in vogue among these savage warriors, they had driven their own cattle on the zebra, leaping in themselves through the breach. The maddened beasts, goaded from behind, crashed through the zebra and tore madly about the camp, levelling everything in their furious onset.

And now behind them, Tuaregs, *tellak* and lance in hand, ran swiftly, cutting down all who opposed them. In less than five minutes after the first rumblings of the approaching catastrophe had struck the French officers with dismay the camp was a pandemonium.

Three Tuaregs, their *tchams* waving, their eyes gleaming in their turbaned heads, their long lances in hand, separated themselves from the mass of struggling men and beasts, and advanced in perfect silence, with that gliding movement peculiar to them, upon the central tent. Behind them came others.

With an oath Colonel Lebrun darted forward, shot two, ran the other through the chest, receiving a spear-thrust in the shoulder as he did so, and plunged forward into the fray. With a cry of "Save the Colonel!" Raoul followed with his men. With desperate valour they hewed their way through the swarming Tuaregs, rallying stragglers and striving to restore some form of order among the panic-stricken men. But it was too late. The cattle had, indeed, for the most part broken right through the camp and disappeared into the desert. But the black-veiled Tuaregs were everywhere.

It was now comparatively light and the massacre was nearly over. Most of the Senegalese had fallen beneath the knives and lances of the Tuaregs like corn before the scythe, and the tent of the French non-commissioned officers was leveled to the ground. Here and there the fight still lingered, but spasmodically as the last flickering efforts of an expiring lamp. Colonel Lebrun's avenging column had been wiped out.

All this Raoul noted as he charged through the camp at his Colonel's side with some twenty or so Senegalese behind him. The Tuaregs hanging on their flanks and fiercely harrying them as they went. The Colonel's face was terrible to look upon. An awful rage and despair coursed his features, and a narrow crimson rivulet trickled from his left temple down his cheek, soaking his moustache. With unerring aim he struck down all who attempted to bar his progress, until the Tuaregs began to fall back before the blow of this grizzled veteran, whom no lance seemed long enough to reach. Scattering the enemy, right and left, the gallant little band with numbers lessened left the stricken camp behind and emerged into the desert. There at least they would have room to die as Frenchmen should, hot cooped up among the trailing tent-ropes, slaughtered cattle, dead and dying bodies, and all the dire confusion which reigned within the tent.

Colonel Lebrun stood long and earnestly upon the sleeper, and the look in his eyes was very kind. The match by this time having gone out, the Colonel struck another, and lit a lantern which stood upon a small wooden chest. Then he beat over the sleeper and shook him slightly.

"Raoul, mon ami," he said softly. The young man's lips parted in a tender smile. "Angels, Angels, I come . . ." Raoul repeated the colonel in a louder, albeit a somewhat unsteady voice. "Awake, Raoul!"

"Ah! pardon, mon Colonel," stammered Raoul, springing up in confusion and bringing his hand smartly to the salute. "Pardon . . . I was dreaming."

Very quietly the Colonel struck a match, and, shading it with his hand, gazed upon a recumbent figure stretched out at full length upon a rough camp bed. It was that of a young man, whose long hair, matted, and beard, partially concealed a mouth of singular sweetness. There were dark rings beneath his eyes and he breathed heavily, for he, like the others, was wearied out with the arduous work of the last few days. He made a feeble picture lying there, one arm flung carelessly above his head, the other resting lightly upon the hilt of a cavalry sabre. Colonel Lebrun stood long and earnestly upon the sleeper, and the look in his eyes was very kind. The match by this time having gone out, the Colonel struck another, and lit a lantern which stood upon a small wooden chest. Then he beat over the sleeper and shook him slightly.

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"Do not dismiss us. We will never leave you. We will die for you and France!"

"I knew it!" cried Raoul, his eyes blazing, his whole countenance lit up with a radiant, triumphant smile. "Even as I spoke, I knew it. Thank you, men, comrades to the end. Thank you from bottom of my heart. And now to die, face to the foe, as befits true soldiers of France."

"For France!" they cried aloud with one voice. "For France, and for you!"

—*J. M. Gazette.*

THE ECONOMIC VALUE OF A GOOD SOLDIER'S LIFE.

[BY AN OFFICER.]

IT is very difficult to appraise the value of an individual soldier's life to his country. Mr. John Bright once asserted that any number could be had for 1s. a day, but this remark only showed his ignorance of the subject, and his bitter personal animus against those to whom he and his followers owed the security of their possessions.

Actually the average cost to the country, of the men now fighting in South Africa, up to the moment they fall before the bullet or by disease, cannot well be less than £300 each, exclusive of the special charges involved in taking the man to the front, feeding him from day to day, which, with south African transport charges, will probably come to not less than 5s. per day per man. Given good and reliable men, a skillful officer can bring a war such as we are now engaged in to a prompt and certain conclusion in a relatively small period of time; but I fear if they be too thoroughly reliable?

If the man in command at Dundee, Elands

Lands, Belmont, and Ensline had not accurately gauged the fighting temper of their men, would they have dared to send them on such apparently desperate missions as the storming of these several positions; and in that case how much longer would this war have dragged itself out, at a cost to the country and Natal of not less than £100 a day? Had they tried, and the men had failed them—that is, proved

undignified matters would have been even worse, for every Boer worth his salt would have felt himself three times the man he is, and perhaps nine times the number on our side would have been needed to redress the balance. Without however, going into hypothetical cases, it is possible to show by a short analysis of two attacks, one made by first-class troops, the other by less trusty men, how great the advantage is, even from a material point of view, to possess lightning men of high average quality.

The quality of troops is measured by their capacity to endure heavy punishment in the attack without losing their forward momentum. First-rate, well-disciplined men will face 50 per cent. of losses and still be under control able to advance. Poor troops will get out of hand and refuse to do so when only 5 per cent. of their numbers have failed, but the cost to the country is not in direct relation to the loss, neither, of course, does small loss in the attack measure the quality of the troops engaged.

Let us take two typical cases. A general is in command of men whom his trained soldier's instinct tells him may be trusted to face and advance, against the enemy's fire in a loose formation. Even when brought to a temporary halt, the moral effect of the approach of supports from the rear will bring them to their feet and on again. The line is formed under cover, the order to advance is given, and the line sweeps over the hill.

In a moment the air seems full of swarming bullets and men begin to drop, but the line does not stop for either the first or second. Still, as man after man goes down, the cohesion loosens and presently the leaders feel by intuition that the men are slipping out of their control; they order a halt, and the next instant the return fire whistles about the enemy's ears, shrouding his front in dust and materially interfering with the steadiness of his aim. Under cover of this fire a supporting line can reach the same distance from the enemy, obviously, with less loss than the first, and the two united, if the support has been properly timed, will still maintain a head of momentum, so to speak which will carry them in closer and enable them to take the enemy under a yet heavier fire; and so it goes on, the distance between the fighting lines growing ever less and the intensity of the attacking fire ever greater, until at last the fire superiority is definitely obtained and the way broken for the last rush with the bayonet.

The man let fall the covering and stepped back, his ears straining, his face gone white. This had happened nearly every day for two months.

Another moment—then a soft footfall on the stairs was parted a little, the scent of perfume floated through, and the woman's glorious half-glistened face looked in.

"Alone—all safe, Monsieur?" she breathed.

"Safe?" he whispered back. "Why not?

"I was only dreading you might not come again."

"I knew—I knew!" In cream and amber, she stepped out of her cloak like a sunbeam. Elusive as ever, she gilded gaily aside as he came forward, his dark eyes hungry with passion. "Now paint—paint! The final touch, you said, and I have not long. It is more difficult to get away each time—I'm sure the coachmen bit a smile. And if they knew?"

"And if they did?" he said, huskily, "you—you must be known some day, that the woman I have painted is the woman I live for that—"

"Sh! How dare you! No, I didn't mean that, but really. Monsieur!" You take so much for granted. I did not think of this, when you begged, and said my picture would be your masterpiece. You must know; something that would come as a thunderbolt!"

"And will not the picture? Lady Sefton—Aileen! You let the love grow—the love that brought the genius to that picture! Don't let me think—"

"There, there, I'm afraid to think myself. She was looking away, so that she might not see his arms. In the starry eyes was a strange expression.

"But why? Let your world think anything so long as our happiness comes. You say I'm great—I may be greater some day. I am to paint a scene for a countess; see my orders here; now, that I have cancelled it to keep visitors away—for you!"

"You will be great—I know that," she whispered. "I am only waiting—dying to hear what they say, how they look when the private view comes. Oh!" She strained her soft white hands together—a mad vision—a sweet palpitation of life that made all his canvases around look tall and dead. "And yet I can't help feeling frightened about that—you must not keep asking me why. You must wait, be patient; love is such a great thing. But I'm standing here; they will begin to talk. Oh, say, it is nearly finished, and I can see!"

"It is." He stepped back, and threw off the covering. The light had died out of his eyes; he was quiet and trembling now. "I stayed up half the night. Since you are so anxious to go, I'll tell the truth—it is quite finished. There, I am

Shipping.

STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO YOKOHAMA AND KOBE.
THE Company's Steamship
"FRZ. FERDINAND."
Captain G. Niclitch will leave for the above places on SUNDAY, the 18th instant, at daylight.
For Freight or Passage, apply to
SANDER, WIELER & Co., Agents.
Hongkong, 9th February, 1900. [175b]

OCEAN STEAMSHIP COMPANY.
FOR LIVERPOOL (DIRECT).
Taking Cargo at London Rates.

THE Company's Steamship
"PYRRHUS".

Captain Batt will be despatched as above on SUNDAY, the 18th instant.
For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd February, 1900. [180b]

OCEAN STEAMSHIP COMPANY,
FOR LONDON via SUEZ CANAL.

THE Company's Steamship
"STENTOR".

Captain Jackson will be despatched on TUESDAY, the 20th February.
For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 12th January, 1900. [181b]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR TIENSIN.

THE Company's Steamship
"KWEIYANG".

Captain Outerbridge will be despatched as above on SUNDAY, the 25th instant.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd February, 1900. [143b]

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"BIRCHTOR".

will be despatched for the above Port on or about the 27th instant and will be followed by S.S. "ST. REGULUS."

For Freight, apply to

DODWELL & CO., LIMITED,
Agents.
Hongkong, 1st February, 1900. [132b]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON.

"TEENKAI".

D. Davies, Commander, will be despatched as above on WEDNESDAY, the 14th March.
For Freight, &c., apply to

JARDINE, MATHESON & Co.,
Agents.
Hongkong, 2nd February, 1900. [148b]

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENVENUE,"
FROM LONDON AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 21st January, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 7th February, 1900. [150b]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE,

"TRIESTE".

having arrived Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersigned before noon on the 13th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 13th instant, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co.,
Agents.
Hongkong, 7th February, 1900. [144b]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLEBRO' ANTWERP,
LONDON AND SINGAPORE.

THE Company's Steamship

"SADO MARU."

having arrived from the above Ports Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before Noon TO-DAY.

Goods not cleared by the 14th instant, will be subject to rent.

All ship-damaged packages must be left in the Godowns where they will be examined on WEDNESDAY the 14th instant, and SATURDAY, the 17th instant, both days at 10 A.M., upon notice of such damage being sent in beforehand to this office.

All claims must reach the Undersigned before the 17th instant, or they will not be recognized.

No Fire Insurance will be effected.

NIPPON YUSEN KAISHA.

Hongkong, 6th February, 1900. [169b]

Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "ABERGELDIE,"
FROM PORTLAND, OR., YOKOHAMA,
KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO. LIMITED,

Agents.

Hongkong, 5th February, 1900. [4]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "CITY OF LONDON,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO. LIMITED,

Agents.

Hongkong, 7th February, 1900. [4]

occidental and oriental steamship company.

NOTICE.

CONSIGNEES OF CARGO per Steamship "GAELIC"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 14th instant will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN,

Agent.

Hongkong, 7th February, 1900. [2]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

S.S. "BAYERN,"
of the NORDDEUTSCHE LLOYD.

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 14th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 14th instant, and MONDAY, the 19th instant, at 9:30 A.M.

All Claims, must reach us before the 21st February, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 2nd February, 1900. [148b]

NORDDEUTSCHE LLOYD.

MELCHERS & Co.,
Agents.

Hongkong, 7th February, 1900. [22]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Chartered Steamship

"ANCONA,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a specialty.

Hongkong, 22nd September 1899. [108a]

NOTICE.

NIGHT SCHOOL for EUROPEANS, by an EX-SCHOOLMASTER.

Terms moderate, for Particulars apply

"Z."

c/o This Office.

Hongkong, 18th August, 1899. [108a]

MECHEUNG,

PHOTOGRAPHER,

TOP FLOOR of ICE HOUSE, IN

Ice-House Road.

S now in a position, in his New and Com- modious Premises to eclipse, as heretofore

LIL PHOTOGRAPHIC ART PRACTICED

at the Colony or in any part of the Far East.

GROUPS AND VIEWS

a specialty.

Hongkong, 22nd September 1899. [108a]

NOTICE.

CARBOLINEUM AVENARIUS

USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, LUTGENS, EINSTMANN & Co.

Hongkong, 11th September 1899. [13]

SIENTING,

SURGEON DENTIST,

No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE,

Consultation free.

Hongkong, 27th September, 1898. [39]

UNTOUCHED BY HAND.

MELLIN'S FOOD

FOR INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

Intimations.

CLARKES B 21 PILLS are warranted to cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. In boxes, 4s. 6d. each, of all Chemists and Patent Medicines Vendors throughout the World. Proprietors: The Lincoln and Middle Counties Drug Company, Lincoln, England. [49]

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